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69 West Fourth street,

Pike's Opera House Building.

THE PRESS.

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CORRESPONDENCE, containing important news, selected from any quarter of the world. NO NOTICE taken of anonymous correspondence. We do not return rejected communications.

THE DAILY PRESS will be sent punctually to the address of our citizens during their absence at any of the summer retreats, by the earliest mail after the paper is put to press. Thus they can supply themselves abroad as well as at home with their familiar resource, the Daily Press, for the current events of the day, foreign, domestic and local. Terms, by mail or transient orders, 10 cents per week.

The Death of Nations.

The tendency of the age is to consolidation, but by consolidation we do not mean centralization alone. Nations small in territory and lacking vitality, are either absorbed by some prominent race and pre-eminently vigorous nationality, thus forming a heterogeneous empire like that of Austria, or they combine in a federal union, like ours, where each is locally independent, and yet only one, in relation to other States. A federal union can only be preserved, however, when there is a natural tendency to cohesion arising from similar general characteristics, or by dangerous outside pressure. Incongruous elements necessarily require a centralizing absolutism to preserve unity. Great empires can only exist under one or the other of these conditions.

Ancient democracy, as we all know, is best illustrated in history by the miniature States of Greece, and yet the Achaean league was readily formed when they were assaulted by the Macedonian and Persian hosts. The meetings of the people in mass, as was customary among the little States of Greece, to deliberate and legislate on public affairs, became impracticable in course of time, and pure democracy was superseded by a modification called republicanism—a system of delegated powers, half way between the direct rule of the people and the authority of a single head. Nations, like individuals, must accommodate themselves to changing circumstances, and if they do not, they must fall.

Poland and Ireland retrograded from a national to a provincial position, because they ignored this inevitable law. Ireland never was a Kingdom in the modern sense, being held back by ecclesiastical conservatism, and the result we all know. Poland's fate is as clearly traceable to the fact that, clinging to a simple democratic form and refusing to seize the better adapted modern forms, she fell a prey to her ambitious neighbors.

SALVANDY briefly, yet luminously, pictures the causes of her decline and overthrow, and in them we see reflected, dimly, the fate of Austria, which clings so tenaciously to government in detail, and to concordance, refusing to advance like her neighbors. Poland emerged from the shock which overthrew the Roman Empire, valiant, powerful and extensive. A new epoch had opened, and from that hour Poland dropped, until she became the victim of her own provinces. Extending from the Boristhenes to the Danube, and from the Euxine to the Baltic, it embraced within its bosom the original seat of those nations which subverted the Roman Empire. Poland, however great at this early period, exhibited no subsequent progress; while in all other States, liberty, riches, power and glory have advanced with equal steps, and the victories of one age have contributed to the advancement of that which succeeded it; in Poland alone the greatest triumphs have been immediately succeeded by the greatest reverses, and the deliverer of Europe in one age was in the next swept from the book of nations. This peculiar history can be traced to but one cause, viz: that Poland clung to the extreme popular independence and equality of a decayed era—decayed, because the circumstances which created it, no longer existed. It has neither been subjugated by more polished, nor itself vanquished more civilized States. The equality and valor of the people remained unchanged for fifteen hundred years, neither grafted on the stalk of urban liberty, nor moulded by the institutions of modern civilization.

The fierce and inflexible race of free-men preserved inviolate the Magna Charta of Poland—the right to assemble in person, and to deliberate on the affairs of State. The majestic, yet terrible assembly, where all the proprietors of the soil were convoked, constituted at once the military strength of the nation in war, and its legislature in peace. There were discussed the concerns of the Republic, the private feuds of individuals, the questions of peace and war, the formation of laws, the division of plunder, and the elec-

tion of the Sovereign. In the eyes of this haughty race the will of a free-man was no sacred that no consideration ought to prevail against it, and therefore the fundamental principle of all their deliberations was, that unanimity was essential to every resolution. This is a relic of savage equality, the traces of which are still to be found in the jury system of English jurisprudence.

Looking at Austria now, we see the other extreme of authority—the rule of one instead of the rule of all; instead of the rule of all by one constitutional code, and of all by a majority. The liberty of all cannot be secured by the individual freedom of each, as is shown by the history of Poland; neither in this age, can a powerful nationality be preserved, except by an infusion of an appreciable amount of individual sovereignty, in religious as in civil government. Austria, like Poland, refuses to see the fundamental changes of the age, the progress of humanity, to a higher development and more suitable polity, and her fate, sooner or later, is as certain. It is, so far, the federal life of her Empire, under outside pressure, that has preserved her life so long, and that only. Should it fail now, her hour has struck; should it not fail, Austria may still live another generation. Her fate and Rome's are philosophically identical. Time, perhaps half a century, is necessary to remodel the States of the continent, to suit the basis of true modern political life. Those which do not yield will be crushed.

THE PRESIDENT OF CITY COUNCIL AND STREET RAILROADS.—In an article published in the Press on Wednesday last, entitled "The Street Railroad Slaughter," and in other articles of the same date the impression is left that Benjamin Eggleston, Esq., President of the City Council, is an implacable and unyielding enemy to the street-railway system, in any way, shape or form. If straws are any indication of the direction of the wind, the past course of Mr. Eggleston, (as we understood it,) whenever the street railroad question would come up for argument in the City Council, would induce us to believe that the articles spoken of had not done him injustice. Since their appearance in print, however, Mr. Eggleston has done us the honor to call upon us and explain his views in such a manner as to convince us that we may have somewhat misinterpreted him. That he is in favor of Street Railroads under what he conceives to be proper restrictions we have no doubt. But that he would burden them with a tax too onerous for their support, we have heretofore believed. He assures us, however, that he will go to any length in reason, for the establishment of Street Railways in Cincinnati, and having that assurance we have no right to doubt him.

Street Railroads.

The City Council met again to-night to consider the Railroad ordinance. We hope to be able to record its passage in our next issue, and in such a shape as will relieve the Probate Court of any further interference in the matter. We think the Council and our people generally have treated the proceedings in this Court a little too lightly—and perhaps only have saved the proper contract of our streets, by the jury disregarding the instructions of the Court on the law or rule of applying damages—a rather dangerous and unsafe practice. It would be well for the Council to bear in mind, that two of our most eminent lawyers are at the bottom of this proceeding—have advised it—and, in their opinion, their clients have only been defeated by the jury taking the bit in their mouth. Before another jury, perhaps more obedient to the Court, shall pass upon this matter, it would be well that the whole subject be disposed of, and in such a way, as the people may have the rail car to ride on, and the Council retain all proper control over the streets. As said before, the Council have power in this matter, or they have not. If they have, the power is conferred by law, and they should follow its directions as strictly as if it was a proceeding to appropriate private property—to assess a specific tax for bowldering, or for any other purpose. *In scripta est*, should be not only the rule, but it is the law of the case. The ordinances of other cities having the system in successful operation, may generally be taken as safe precedents, but not absolutely, for some municipalities may have greater powers than others. Baltimore seems to have departed from the line of safe precedents, and if she has departed from the law also, she will reap the bitter fruits. Her present difficulties, at the very start, should warn our authorities of a like course. It is said that she originated the idea or discovery that public streets could be taxed and made sources of revenue, and in her ordinance actually imposed the *per capita* tax on passengers carried in the cars, the most odious feature of taxation the world over, and in the Constitution of Ohio, absolutely prohibited. It is said she has found parties willing to pay this tax, but they won't do it, and the city can't enforce it, and she will be put at defiance, for going beyond the law. There is no doubt about this, and such being the intention of the parties. The actual average cost of carrying passengers on the Boston and New York roads is a fraction over four cents each. There is no reason to suppose they can be carried cheaper in Baltimore, and there is no reason to suppose that the Baltimore Company will pay their whole net revenue into the city Treasury, for the privilege of carrying the people at the cost and loss of the whole investment. This is supposing a little too much. When Baltimore gets through, she may be an example, but probably over the left.

Our advice is to follow no such experiment. If precedents are to be taken, let us take the safer precedents of more conservative cities; but even these we should bring to the test of the authority and the law. No doubtful powers should be exercised. If the councils keep within the purview of their powers and authority, and act promptly, "Othello's" occupation will be gone; the Probate Court will again return to its legitimate business of settling decedents' estates.

The Council has the matter in their own hands, and if they act promptly, they can set at defiance all interference of the Court, whether it be legitimate or an usurpation. Let it be done; make as good a bargain for the city as possible, taking care that all provisions are

lawful, and such as will leave no chance for Judge Hilton or any other judicial functionary. Let us have street railroads without law suits; that is the doctrine. Let the City Solicitor look to it, or he will meet a severe judgment from the people.

Street railroads are introduced because they afford a more expeditious and comfortable mode of conveyance—not cheaper—that is not the idea, or the experience of other cities, where may be seen daily the rail car at five cents and the omnibus at three cents, both running on the same street. The rail car is a superadded convenience to the public; it does not supersede other and cheaper modes, and should not. Each street rail car represents a capital of about five thousand dollars—each omnibus not to exceed fifteen hundred dollars. The daily expense of running them is in about the same ratio. Let them both run, that is our doctrine, and do not deprive the man with three cents, of a ride, because there is a better conveyance for the man who has five cents. Competition is the life of trade, and the street railroads will serve the public none the worse, if the omnibus continues in the field.

STREET RAILROADS FOR THE PEOPLE'S BENEFIT—OUR IDEAS.—We are satisfied that the only feasible plan for Council to adopt in relation to the proper control of the Street Railroad Companies, and prevent their becoming monopolies, is to retain the right to regulate the rate of fare in the hands of the City Council. No Company would dare to do otherwise than right, with this power hanging over it. The people are willing to pay a liberal price for riding, but they wish to be protected against the iron rule of immense monopolies, and this can be done by giving Council the power to say how much they should charge. This would be the people's plan, although it may not suit the companies or the schemers in Council.

President and members of City Council—you are servants of the people—the people demand of you to encourage immediate construction of Street Railroads. Retain now and forever the right to fix and alter the price of passage. Let no tax be made save that of all other property. Require the street between the tram-ways, and the distance of two feet outside, to be kept in complete order and this is all, save the rules and regulations usually applied in such cases.

LAW REPORT.

COMMON PLEAS.

THE TRIAL OF CHARLES COOK—SEVENTH DAY—A JURY OBTAINED.—A large number of persons from the city and townships appeared in Court, upon subpoena, to answer concerning their qualifications to sit as jurors in this case. After the examination of about forty-five three additional jurors were obtained, which completed the panel. The names of the jurors sworn are as follows:

1. Alex. C. Clark, butcher, Sycamore township.
2. John Phillips, mechanic, Tenth Ward.
3. John S. Dalrymple, saw-mill business, Sycamore township.
4. H. B. Ingles, farmer, Symmes township.
5. James Stromm, farmer.
6. John Geiser, blacksmith, Coleraine township.
7. Robert Hedger, confectioner, city.
8. B. B. Davis, magistrate, Delhi township.
9. Philander Van Werner, farmer, Millcreek township.
10. Lemuel Rittenhouse, farmer, Whitewater township.
11. James McKash, farmer, Springfield township.
12. Wm. Brummel, wire store, city.

The defense had made twenty-two preliminary challenges during the call of jurors; within one of the full number they were privileged to challenge without cause.

The State having the privilege of challenging two peremptorily, challenged one.

The evidence commenced in the afternoon. [An extended report of the testimony having been given at the former trial, it will be sufficient to note now the progress of the trial without the details of the evidence.]

The examination of witnesses commenced in the afternoon.

Caroline Davis, the keeper of the house in Lodge Alley, where the homicide took place, was first called to the stand. Her direct and cross-examination occupied nearly three hours.

The case will progress this (Friday) morning.

SUPERIOR COURT.

In rooms No. 1 and 3, Judges Hoadley and Storor heard motions during the forenoon.

In room No. 3 Judge Spencer signed three bills of exceptions.

In the case of Cyrus Garrett vs. J. W. Sweeney, an action for the recovery of real property, a judgment was found for the plaintiff.

Brannon, assignee of A. O. Smith vs. Daniel Brannon. An order of distribution was made in this case.

THE MONSTER BALLOON TRIP—DAY AND PLACE OF ASCENSION FIXED.—We are at last able to announce the day agreed on for the departure of the great monster "Atlantic" from this city to a point on the ocean shore twelve hundred miles distant. Mr. Lamontain reached here by the one o'clock train yesterday, and it was at once determined to leave St. Louis on the morning of Friday afternoon of this week, from Washington Square. The Board of Council yesterday granted free use of the square to the aeronauts, and every thing will be in readiness at the time mentioned, provided the weather is auspicious for the inflation of the balloon. We presume an admittance fee will be charged to the square to witness the process of filling the vessel and the embarkation of the balloonists, in order to defray the expenses of gas, etc. Messrs. Lamontain, Gager and Wise will be the only passengers.

Since the "Atlantic" has been unfolded at Verandah Hall, a number of ladies and gentlemen have visited the room to see it. By holding the mouth of the balloon to a window in the south end of the Hall, it has been filled about one-eighth part full with atmospheric air, and by this means some faint idea may be formed of its enormous proportions. Last evening after the adjournment of the Council, several of the members went up, by invitation, to Verandah Hall, and were introduced to the balloonist, who explained in a very satisfactory manner the various points and uses of the apparatus, and gave interesting statements of facts connected with the great enterprise. All three of the aeronauts are gentlemen of information, and their conversation is very well calculated to give the impression that they are men of science and not mere adventurers. Of course everybody will be on the qui vive and keep their eyes skinned Friday afternoon. It is safe to say that on that occasion Washington Square will contain more people than it ever did before or may at any time in future.

Mr. Levi Burnham, of East Hartford, (Connecticut) aged about 40, committed suicide on Friday forenoon, in a singular manner. He loaded a rusty gun barrel, and after applying a slow match to it stretched himself on the floor of his room, and placed his head in close proximity to the muzzle, in such a manner as to receive the contents of the barrel in the brain. Mr. B. was a farmer, and had for some time past exhibited symptoms of insanity.

Since Dr. Windship declared himself a giant, strange men are turning up rapidly. The Register says that the venerable and respected Capt. William Story, (a brother to the late Judge Story), now living in that city, and verging towards ninety years of age, was possessed of remarkable strength in his earlier years. He has been known to raise with ease fifty-five by each hand, and could lift an anchor weighing 941 pounds.

In Baltimore the police and fire alarm telegraph was completed on Monday, and formally surrendered to the city. The experiments made of its working have thus far proved entirely satisfactory.

"Uncle Joe," why not stir up the City Council on this subject?

A PROPER ARRANGEMENT.—Hereafter boys are not to be allowed in the Police Court as spectators. The arrangement is a highly proper one, and was inaugurated by Judge Malne, Boston Atlas and Bee.

Let Cincinnati follow the example.

HOME INTEREST.

Ladd, Webster & Co.'s,
(Late Hunt, Webster & Co.'s.)

SEWING MACHINES.

No. 6 West Fourth street, Cincinnati.

These Machines have been steadily advancing in popular favor for the past year, and are now esteemed by all who have given them a trial as the "No. 10 Ultra" of Sewing Machines. The evenness and regularity, and tightness of stitch made by them, has, more than anything else, tended to this result. Added to this is the undeniable fact of their simplicity and ease of management, there being no hand or foot, crooked needles, as in others. They command themselves to the dress-maker by the regularity of the feeding arrangement, which never puckers or tears the work, by the uniformity of stitch alike on both sides of the fabric, by their noiselessness and rapidity; to the tailor by their great strength and durability, lightness of stitch and capacity for using linen thread; to families, by the combination of all these qualities. Send for a circular and sample of work.



During this period of low water, the best opportunity is afforded for sealing the Ohio, and various streams contiguous to the city. The question then arises naturally, where can the best Seines be procured? To this, we at once reply, at HOWELL, GAN & Co's, No. 138 Walnut street. By reference to their advertisement, in another column, it will be seen that they have for sale Seines of any length desirable—from fifteen to one hundred yards long.

Winders' Sky-light Gallery, Western Row, opposite Court street. The cheapest and best Pictures made in the city.

Winders' Sky-light Gallery—All styles of Pictures made on short notice.

The highest perfection in the Photographic art has been attained by Messrs. BALL & THOMAS, No. 120 West Fourth street, near Race. In the taking of Daguerreotypes, Ambrotypes, they have no superiors in America. They aim to please, and always hit the mark.

Daguerrean Gallery, South-west corner of Sixth and Western Row, over Hannaford's Drug Store. Pictures taken and put in good cases for 20 cts. Wanted to please.

Those who want to get good and cheap likenesses of themselves, or friends, should call immediately at Applegate's Broadway Gallery of Art. The cost of likenesses at this establishment is only 25 cents each.

Harlan & Wilson, No. 30 West Fourth street, pay particular attention to the Photographic art. Call at their rooms and examine for yourselves.

EPITOME—AUCTION SALES.

JACOB GRAPP & Co.—Friday evening, July 1, at 7½ o'clock—Closing sale of Oil Paintings, at Pike's Opera House. See adv.

H. S. MILLES & Co., 33 Main street—Friday morning, July 1st, at 9 o'clock; Groceries. See adv.

C. J. W. SMITH—Saturday morning, July 2, at 9 o'clock, A. M.—Valuable Lots in Newport, Ky. See adv.

COOPER & STOKES—Saturday morning, July 2, at 9 o'clock—North-east corner Third and Vine streets; Household Furniture. See adv.

JACOB GRAPP & Co.—Friday, July 1, at 4½ o'clock P. M.—Lot, North-east corner of Oliver and Providence streets. See adv.

SPECIAL NOTICES.

BUSINESS MEN'S PRAYER MEETINGS are held every morning in the basement of the First Church. All are invited. jyl

CONCERT AT MOORE'S GARDEN.—MONTGOMERY CORNET BAND will give a concert at Moore's Garden, at 8 o'clock, on Friday evening, THIS (Friday) EVENING, July 1. jyl

OUR OFFICE WILL BE CLOSED ON MONDAY, July 4. Persons having Papers maturing on that day will please attend to it on the Saturday preceding. jyl

PUBLIC LIBRARY.—Notice is hereby given that the library will be closed after Saturday, July 2d, for examination. It is required that all books be returned to the library by that day, under a penalty of \$4 for delinquency. Due notice will be given of its re-opening, when the contemplated alterations shall have been completed. jyl

ANDERSON & HANNAFORD, Architects, Manchester Building, S. W. corner Third and Sycamore sts., jyl

Book Binding

IN ALL ITS BRANCHES!
NO. 8 EAST FOURTH STREET,
Between Main and Sycamore,
CINCINNATI.

Re-binding in every style. Music Books neatly and cheaply bound. C. CLOPPER jyl-am

Patent Carpet Beating and Brushing MACHINE. Corner of Ninth and Freeman streets.

FOR CLEANING CARPETS FROM DUST leave your orders at No. 11 East Fourth street; A. W. Franke, corner of Sixth and Race; Nos. 21 and 23 Western Row; Taylor & Barrett, corner of Walnut and Front, and Waters & Barrett, corner of Sixth and Freeman streets.

PRICE 4 CENTS A YARD.
Carpets taken and returned without extra charge. jyl

TO ALL WHOM IT MAY CONCERN.—Notice is hereby given, that no liquor, ale or beer of any kind, will be allowed to be offered for sale on Ludlow Grove or the grounds adjacent, on the occasion of the Dayton's Annual Picnic, 4th of July. Anything of the kind offered, will be immediately destroyed. By order of the COMMITTEE. jyl

P. B. CLOON & CO., Cincinnati Bakery and Flour Store

No. 21, Corner of Sycamore and Front sts.

Pilot and Loaf Bread, Soda, Boston, Sugar, Pie-pie, Water and Butter Crackers. Also, all grades of FLOUR at Wholesale and Retail. jyl-am

REMOVAL.

WM. MOREHOUSE & CO., have Removed their

Upholstery and Bedding Store,

From the corner of Fifth and Plum streets, to No. 12 Sycamore street, East Side, between Fourth and Fifth streets, at the old stand. jyl

WANTED.

Allowed amount of Trust Land Warrants Bought and Sold; Highest price paid for Illinois Bank Checks; Wisconsin Money; Iowa do; Indiana do; Virginia do; Spanish Quarters, 25¢ each, or \$1 21 per ounce, AT THE QUEEN CITY BANK, N. W. corner Third and Main, Cincinnati, O., E. N. SLOUGH, Cashier. jyl

BAIGAINS! BAIGAINS!!

—AT—

No. 74

WEST FOURTH STREET.

DELAND,

GOSSAGE &

CUYLER'S

SECOND

Great Annual

CLOSING OUT SALE.

FOR THE NEXT THIRTY DAYS.

We offer our Entire Stock of Dress Goods and Family Dry Goods at Greatly Reduced

Prices, to close out our Summer

Stock. A rare opportunity

is offered to secure

Bargains.

ALL OF OUR

RICH DRESS SILKS AND ROBES,

Are marked at Prices much below their Cost in

NEW YORK.

Summer Shawls and Mantillas,

In great variety, at half their value,

Organdy, Barege & Grenadine Robes

REDUCED VERY LOW.

Bareges, Grenadines,

ORGANDIES AND CHINTS,

AT COST.

Decals, 12c. reduced from 37½ cents.

Chillies, 12½ cents.

Yard Wide Bleached Shirting at 10 cents.

Lawns, 8½ cents.

Bleached and Brown Muslins, 6¼ cents.

Calicoes, 6¼ cents.

White Brilliants, 10 cents.

Buff Brilliants, 12½ cents.

Foulard Silks, 50 cents.

Yard Wide Chints, 12½ cents.

English Bareges, 15 cents.

Two-Floanced Barege Anglaise Robes, 55¢.

Parasols, 50¢, 75¢, and \$1, &c.

DELAND, GOSSAGE & CUYLER,

74 West Fourth Street. 74

SEINES.

WE HAVE JUST RECEIVED,

PER ADAMS EXPRESS,

Another Lot of

FISHING SEINES,

And can now furnish the following lengths,

15, 20, 25, 30, 40, 50, 60 and 100

YARDS LONG.

HOWELL GAN & CO.,

Wholesale Hardware Merchants,

138 Walnut street.

ALL THE NEW STYLES

LIGHT HATS,

—FOR—

HOT WEATHER,

BAKER, HATTER,

1629-10th

Walnut, below Fourth.

SEWING MACHINES.

BARTLETT'S PATENT.

Prices, \$6; \$6 50; \$7; \$7 50; \$8; \$10.

THE STITCH made by these MACHINES is not surpassed by the HIGH PRICED sale and Retail. Office, No. 46 Sixth street, Cincinnati, Ohio, and No. 92 North Fourth street, St. Louis, Mo. Local and Travelling Agents wanted throughout the west. The Machines have been much improved and perform to admiration. jyl

SEWING MACHINE FACTORY, John street, between Columbia and Front, CINCINNATI, OHIO.

SEWING MACHINES OF ALL KINDS repaired and fitted up in good working order. Treadles for Sewing Machines made to order. Models for Patterns, and other Sewing Machines manufactured and repaired at short notice. jyl

E. STEPHENS & CO.

POMEROY

IRON

STORE,

HEDGES, FREE & CO.,

No. 6 Main Street,

bet. Front and Columbia Sts.,

CIN., O.

Offer superior inducements to both Wholesale and Retail Buyers, on the above Iron, of which a full stock of the various sizes, is now in store and will be kept constantly on hand. Huggy and Wagon tire in great quantities. ALSO Any articles which may be required for Coach & Wagon-makers use. jyl

FRENCH BOOTS AND SHOES.

GENTLEMEN—I HAVE JUST RECEIVED a splendid lot of the celebrated

French Boots, Shoes and Slippers.

If you wish any of them you must call soon, as they are going very fast.

JOHN H. DETERS, No. 35 West Fourth street. jyl